

TUESDAY, APRIL 28, 1896.

The French cruiser *Forfait*, which left Shanghai a fortnight ago for home, is to be relieved by the very formidable new cruiser *Decartes*, which has just done remarkably successful trial trips. The other old-fashioned French warships on this station are to be similarly replaced by vessels of high speed, heavy armament, and modern construction, says the *China Gazette*.

We have just received a copy of the fifty-first annual issue of Messrs O. Mitchell & Co.'s Newspaper Press Directory. This is an admirable compilation containing particulars of every newspaper, magazine, review, and periodical published in the United Kingdom and the British Isles, and the Continental, American, Indian and Colonial papers, and a considerable amount of other useful information which is especially valuable to advertisers. A new feature introduced last year, 'The Bibliography of the Press' has been revised, added to and brought up to date. Considering the important position which ladies' papers and periodicals have now obtained, the publishers have been particularly at pains to compile a list of the names of the principal ladies' papers, and to give the names of the principal contributors to the same. The Directory has been very carefully compiled, and Messrs Mitchell are to be congratulated on the completeness of the work.

NOTES BY THE WAY.

Last week I ventured upon the elucidation of Burns' 'And Lang Syne' for the benefit of your Scottish readers. Since then I have received two new versions of 'the knotty point.' One Scotsman, who has been investigating the sum of 'two bawbes' on Stead's penny edition of Burns, points out that the disputed verse runs:

'And here's a hand, my trusty fere,
And gie a hand o' thine;
And we'll tak' a right gude willie-waught
For And Lang Syne.'

Another Scot informs me of a Chinese version, which is an improvement, I venture to think, upon the original. Writing to present a souvenir to a departing cousin he went along to Wang King or some other of our local silvermiths and bought a silver mug on which he wished inscribed two clasped hands with the line:

'Here's a hand, my trusty fere.'
John Chinaman, who evidently knew something of the Scottish character, inscribed:

'Here's a hand, my trusty fere.'
If any of your readers can 'go one better' let him now speak or ere he hold his peace!

Have the 'Odd Volumes' developed into a Government Institution? My query is prompted by the fact that during the last month or less than three Government Officials have been examining the interest of this much-abused but very much improved Society. First we had Mr. W. E. Crow, Government Analyst, lecturing on 'Criminal Poisoning in Hongkong'; next we had the Hon. H. E. Pollock, Acting Attorney-General, enlightening us on 'The Young's Pitt'; and last night no less a personage than His Excellency the Governor kept us in the best of humour for a whole hour with his specimens of Irish wit, and a few samples from other sources. His Excellency was one of the most entertaining lecturers delivered in Hongkong for some considerable time, and it is to be regretted that he does not appear more frequently in the character of a popular lecturer. Many of his jokes were 'obscene,' but good jokes, like good wine, improve with keeping, and they acquired a new charm from the manner in which they were retold by the gubernatorial lecturer. His Excellency's lecture reminds me of an Irish joke I came across the other day in which one Irishman—we will call him Burke—says to the other—'I heard you are an abolitionist, Casey, to which Casey replies—'I am. I strike for shorter hours.' 'And did you get them?' 'I did strike; I'm not war-kin' at all now!'. The following ballad perpetrated by an Irish schoolmaster may be new to some of your readers:—'Now, Patsy, don't forget that punctuality is a great virtue. Take the sun for your model—the sun, who for ever and always rises exactly at the break of day, never a minute before or after it!'

The subject of milk adulteration is one which is creating some interest locally, and without trespassing on the ground to be travelled over to-morrow in the Supreme Court I might chronicle a case which has come before the authorities at home. A local dairy-keeper was fined £2 in a County Court for selling twopenny worth of sweet milk containing 11 per cent. of water and a penny-worth of skim milk, 7 per cent. of which was water—both somewhat thin certainly. The local paper from which I glean these facts says:—'The adulteration of milk is exceedingly difficult to detect, inasmuch as the feeding of cows has largely to do with the quality of milk they give, and, besides, we are not aware that as yet any milk standard has been defined, although an eminent authority on such matters, Mr. T. J. Lloyd, consulting analyst of the British Dairy Farmers' Association, has given it as his opinion that milk should contain not less than 12 per cent. of total

solid matter, and 3 per cent. of fat, and that all milk-sellers be licensed and retail tradesmen protected by the adoption of the invoice as a warranty. Then there is the difficulty testified to by experts, namely that although a sample of milk may not sometimes come up to the standard it would still be genuine milk. The milk of certain cows is richer and more nutritious than that of others, and altogether the question of what would be a practical milk standard has still to be determined. It will be interesting to follow the proceedings in to-morrow's case.

Quite recently *The Standard* wrote: 'Bicycling, with all its advantages, lacks the real qualities of either athletic or sport.' This roused the ire of the cyclist. One who had experienced the pleasures of fox-hunting and pig-sticking in his younger days says more sport can be got out of a bicycle than the editor would imagine—especially if the cyclist takes a tour in a mountainous country like Wales. In this respect Hongkong has its points. While on the subject of cycling, it has been a source of amusement to me to watch the progress of the bicycling epidemic from England to Japan. In Colombo the higher Government officials have thrown deerskin to the winds and nearly all 'bike.' In Singapore, Hongkong, and, in fact, all over the Far East, cycling is now a popular form of recreation, and only the other day I was perfectly 'winded' by the apparition of a fairy figure in bloomers gliding along Queen's Road on her 'bike' as she whizzed as if she had cycled in bloomers from her early youth. No reflection on her antiquity. It may be said that the youth and beauty of Hongkong have been conquered by the new passion. I expect to see His Excellency wobbling his way to Shan-to-wan one of these days—and why not?—followed by the Colonial Secretary, the Director of Public Works, and the Chief Justice. Ye gods and little fishes! What a spectacle this would be!

I hear a good deal of grumbling about the manner in which Marine Court enquiries are conducted at the Harbour Office. This has long been a perennial source of dissatisfaction to the scribblers of the daily papers, with whom time is more than money. Much valuable time would be saved for the witnesses were placed at some distance from the President of the Court, so that they might have to 'speak up' instead of whispering into the gentleman's left ear. It is such a simple remedy that I am astonished it has never occurred to Capt. Ramsey to give it a trial.

The *Scotsman* (which is a newspaper published in Edinburgh) has discovered Hongkong. Aye, it has also discovered that there was a plague epidemic in 1894! It is simply wonderful how these Scottish newspapers get on the track of the latest news! Still, wonders will never cease, and the *Scotsman* has always been noted for being one of the best and most enterprising papers outside London. Your enterprising Scottish contemporary says: 'Hongkong may perhaps rank as the greatest miracle of European trade and British rule in the East.' There is much virtue in a 'perhaps'! The amount of British rule lavished on our poor little island is perfectly astounding—the greatest miracle, to my mind, is that the Colony survives it all. After the usual 'gush' about desert island and generations ago, infested by pirates and smugglers (as if we had no smugglers now—days and no armed gang robberies in a most crowded thoroughfare), quarter of a million souls in the city of Victoria, third largest port in the world, enormous tonnage entered and cleared, &c., the *Scotsman* informs the benighted aborigines of Scotland that 'The progress of the Colony in social, sanitary, and political institutions of all kinds—in the materials of civilisation—has been still more phenomenal. In a word, Hongkong merits attention not only for the transcendent influence which it already exerts over the currents of Chinese trade, but for the large hope which it holds out to the results still more wonderful arising from the contact of Western enterprise with the inert mass of Eastern populations and ideas.' After that the plague—I mean, the Deluge! The progress in social, sanitary and political institutions of all kinds might be stuck in the eye of the editor of the *Scotsman* without impairing that gentleman's eyesight. Why not turn Mr. Whitehead loose upon Mr. Cooper (the *Scotsman* Cooper not our D.P.W. who has suffered much already) with his speeches and addresses and other communications to Municipal Councils, Sanitary Boards, Military Contributions, &c. If we strike while the iron is hot there is no knowing what the *Scotsman* might be able to do for us. I commend the matter to Mr. Whitehead's attention. Here is a chance for laying something weighty upon the editorial table!

W. Robinson & Co.'s Pianos are guaranteed for the climate. Pianos shipped equal to now.

Among the many friends of Captain Wainman in the East East will regret to learn that this is his last voyage on the *Indra*, which they will be glad, for his sake, to know that the removal means a gratifying promotion. The genial captain has been appointed to the command of the *Kaiser Wilhelm II.*, on the German-New York line, on which vessel he was serving as chief officer until he was appointed Captain of the *Indra* eighteen months ago. This position is to be held by Captain Harnett, who brought out the *Indra*. Captain Wainman should need no assurance that the good wishes of his numerous friends in the East will follow him. —*Kode Chronicle*.

THE HONGKONG RIFLE ASSOCIATION.

The Competition on Saturday afternoon was for the Short Range Cup and Spoon over the 200 and 500 yards distance. Twenty members competed; the cup going for the first time to Sgt.-Major Morrish, R.B., with a very creditable total of 67. Spoon was taken by Capt. Bethune, R.B.; Colour-Sgt. A. Smith, R.B., Inspector Butlin, Captain Palmer, O.S.D., and Sgt.-Major Morrish, R.B. The following are some of the best scores:—

Sgt.-Major Morrish, R.B.	200	500
Capt. Patton Bethune, R.B.	31	34
Col.-Sgt. A. Smith, R.B.	30	33
Inspector Butlin	29	30
Capt. Palmer, O.S.D.	28	30
Sgt. Leslie, R.B.	28	27
Capt. Ferguson, R.B.	28	27
Lieut. Hovey, R.B.	28	27
A. Brown	27	27
Col.-Sgt. Hopkins, R.B.	30	28
Major Morrish, R.B.	28	26

PORTUGUESE IN HONGKONG.

RESULT OF THE CENSUS.
The result of the census of the Portuguese community in Hongkong, taken on the 13th February last, is published in the *Extraordinary* of the 25th April. Notwithstanding the extreme care taken by the Portuguese Consul, Mr. A. G. Romano, to obtain a correct list of the Portuguese subject resident in this Colony, the Census appears to be far from complete, owing mainly to the unwillingness of the Portuguese to co-operate with their Consul. Mr. Romano duly circulated census papers to all whom he deemed subjects of His Most Faithful Majesty the King of Portugal, with a polite request that the forms might be filled up and returned to the consulate. For some reason or other, however, the forms were not returned, and this fact in itself is sufficient to indicate how very incomplete must be the census. According to the returns there were 13,919 individuals claiming Portuguese nationality in Hongkong on 13th February last; of these, 614 are males and 635 females. Of the 614 males, 183 are boys and 431 are men; of the 635 females, 150 are girls. Amongst the males there are only 3 individuals who have reached the age of between 71 and 75 years; while amongst the females there are 3 between 76 and 80 years, besides one between 80 and 90 years of age. There has apparently been the usual difficulty in getting the ladies to state their exact ages, hence the indefinite statement that there is one lady 'between 86 and 90 years of age.' The statistics reveal the fact that there are 261 bachelors, 170 married men, and 23 widowers, as against 302 spinsters, 178 married women, and 58 widows. We find that 345 males were born in Hongkong, 244 in Macao, 4 in Canton, 5 in Foshan, 2 in Shanghai, 2 in Singapore, 3 in the Philippines, 2 in Goa, 1 in the Azores, and 1 in Portugal—a mark of distinction to the g-nueman; of the female 360 were born in Hongkong, 303 in Macao, 1 in Whampoa, 6 in Canton, 4 in Yokohama, 1 in Kobe, 1 in Bangkok, 2 in the Philippines, 1 in Timor, 1 in Calcutta, and 1 in London. The industries followed by the Portuguese in the Colony are as follows:—3 merchants, 20 brokers, 10 proprietors, 12 employees, 12 M.A. Government Departments, 3 physicians, 1 apothecary, 2 teachers of Portuguese language, 1 journalist, 6 mechanical artisans, 3 marines, 4 printers (owners of printing establishments), 14 composers, 29 scholars, and 4 pensioners. There were 25 individuals without employment.

ITO AND SAIGO VISIT FORMOSA.

MOVEMENTS IN KOREA.
(Special Telegrams from Our Own Correspondent.)
Shanghai, April 28, 6.32 p.m.
Marquis Ito and Marquis Saigo will visit Formosa shortly.
Linhai-shan has resigned, and Ito-yen has been appointed Premier of Korea.
The Russian guards have been increased.

REUTERS' TELEGRAMS.

(Supplied to the 'China Mail'.)
LONDON, APRIL 28, 1896.
THE RUSSIAN COMMISSION.
Field Marshal Yamagata has arrived at Havre, and met with a cordial reception. Great preparations are being made at Odessa to receive him in Hong Kong.
PRESIDENT KRUGER'S VISIT TO ENGLAND.
President Kruger has replied to Mr. Chamberlain's invitation, that he is unable to visit England at present, as the Volksraad requires his presence in the Transvaal.

THE ACHERON EXPEDITION.

The Dutch Government is sending to Aceh two battalions of Infantry; some Cavalry, Mountain Artillery, and Engineers.

TRIAL OF THE REFORM LEADERS.

At the trial of the Reform Leaders at Pretoria, Colonel Rhodes, Phillips and Farrar pleaded guilty of high treason. Sentences will be given on Monday.

At an extraordinary meeting of the Shanghai Race Club held on the 22nd inst., four of the stewards were induced to withdraw their resignations and the list was strengthened by the appointment meanwhile of Messrs D. Brand, A. R. Burkhall, and Beaumont. The Stewards are now Messrs D. Brand, Burkhall, Beaumont, Dudgeon, Pearson, and Frost.

THE PUNJON MINING CO., LIMITED.

The Secretary of the Punjon Mining Co., Limited, advises us that he has received the following progress report on the work carried on during the month of March from the manager at the mines:—

Mineral.—This has had our best attention and again the progress has been made. Our prospects, really, I think it is a good sign to see such minerals as we have here accompanying the gold.
Intermediary Level.—The western chute of ore here continues to look most promising. It also continues to contribute largely to our output of ore this month, and has been in great measure with the increased yield of gold.

100ft. Level.—The preparatory work we were engaged at here at date of my last report has been completed and things are now in working order. Prospects in our western ground here, too, look very promising.

New Leader.—This has been a busy period during the month and the various drives, stopes, etc., have produced their usual quantity of ore for the mill. There seems to be little or no diminution in our ore reserves here.

Drivage for the month.—551 ft. 6 in. Ore mined.—471 tons made up as follows:—

New Leader.—This was carried on during 28 days, crushing 1,000 tons, yielding of melted gold 538 ozs. 5 dwts.

Crushing Works.—This little plant again contributed very satisfactorily to our output of gold, treating 23 tons 6 dwts. 3 grs. of concentrates for 120 ozs. of melted gold. This, I must say, leaves a substantial surplus to credit.

Cyanide Works.—Mr. Wilson, the new chemist, is still at work in the laboratory making the necessary tests, and should soon be ready to start the plant and treat the tailings, etc., in bulk.

General.—We have a good deal of work in hand which may fairly be taken under this head, and I am pleased to say good progress is being made in carrying it out. Boulders (two) for the closer concentration of our blanket sands have been made and are now working satisfactorily and others being made to assist in the work.

Boats for the better handling of our firewood and other timbers have been bought and are now at work, thus assisting the carrying greatly. I need not tell you that these boats came up and down the race referred to above.

Health.—My supply of this, I am pleased to say, continues good. Health.—This is fairly good. Rainfall.—The total rainfall for the month is 64 inches.

NEWS FROM JAPANESE PAPERS.

SUBSIDISED STEAMSHIP SERVICE TO YOKOHAMA.
Tokyo, April 16.—It has been definitely settled that the Osaka Shosen Kaisha will receive a subsidy of 60,000 yen per year for maintaining a steamship service to Formosa. Three steamers will leave Japan each month for Formosa, via Kagoshima and Okinawa.

ORDERS FOR WAR SHIPS.
Tokyo, April 16.—It is stated in connection with the enlargement of the Navy that one ironclad and four cruisers are to be built in England; two cruisers in America; one cruiser and several torpedo-boats in France; and orders will also be placed with German firms for several torpedo-boats.

THE WAR IN AFRICA—A JAPANESE ATTACK.
Tokyo, April 17.—It is intended to appoint Colonel (1) Sato Shujiro as a military attaché to accompany the Italian forces in Abyssinia. The Japanese Legation in Rome is now in communication with the Italian Government on the matter.

THE BAYON ON RAIL.
Tokyo, April 17.—A telegram received by Messrs Samuel Bamard & Co., at Yokohama from London states that great damage has again been done (presumably by floods) to the railway at Bayona, which has put a stop for a time to the export of oil. Twenty chapters have been cancelled.

THE TREATY WITH RUSSIA.
Tokyo, April 17.—The new Treaty with Russia has been signed by the Russian Legation in Tokyo, and is not expected to arrive here for ratification before July.

ATTEMPT TO RAISE THE 'CHISHIMA-KAN.'
Matsuyama, April 14.—An attempt to raise the *Chishima-Kan*, sunk in collision with the *Arakawa* in December 1892, will be begun to-morrow.

ALIBON Pianos, Art Models, very fine, \$400/450; Cabin Pianos, small but excellent, \$175/200.—W. Robinson & Co.

The new steel steamship *Australian*, built by R. Napier and Sons, Limited, Glasgow, for the Eastern and Australian Steamship Company, London, has had a most successful trial of her machinery on the Firth of Clyde, when all the conditions of the contract were fully implemented, and the owners' representative expressed their satisfaction with the ship and her speed, which was considerably in excess of the guarantee.

The Peking correspondent of the *N.-C. Daily News* writes:—Prince Kung, who has been resting at the Ito Park for some time, resumed his official duties on the 9th; nothing can be done when he is on the sick list. Rumour has it that his relations with his colleagues Wang and Chang are not of the most friendly character at present. The former's intimacy with the Emperor is also waning it is said, doubtless through the influence of the Empress Dowager. There does not any longer appear to be any serious effort to rule the country by the Imperial family. The policy pursued by the Court at present appears to be the national, and to marry one. A strong hand is needed to take hold of the reins of power to coerce this people and government into more progressive ways. Gambling and play-acting are not calculated to diminish the reverence of the Emperor. Many complaints of the Emperor's health are at present to be met at the Ito Park where the Court is held, negotiating frequent visits by the Emperor and high officials and of course much waste of time.

PLAQUE PRECAUTIONS IN SHANGHAI.

At a meeting of the Shanghai Municipal Council the following minutes of a meeting of the Sanitary Board were ordered to be published:—

PLAQUE IN HONGKONG.
With regard to this Mr. Henderson pointed out that cases of plague were reported on good authority to have been carried on board ship to Singapore and Yokohama. In Hongkong, according to the last report, there was an average of two cases of the disease once for every 100 ships sailing from Shanghai are now quarantined or at least subjected to medical inspection in Japan. He thought the time had come when the Board must take action, and he invited discussion.

He understood that the Chairman of the Council had seen the Commissioner of Customs with reference to the inspection of ships, etc.

The matter which required the immediate attention of the Board was the prevention of the importation of Chinese by steamers from the south. There was practically no junk traffic between Hongkong and Shanghai, and so far as sailing vessels were concerned the danger of such ships bringing cases of plague was remote. It would be a comparatively easy matter to detect and isolate one or two cases of plague brought to Shanghai on board ship. Once introduced it would be difficult, perhaps impossible, to limit its further spread.

A somewhat lengthened discussion then took place, in which all the members took part. In the end it was decided that all possible measures should be taken to limit and regulate the native traffic between Hongkong and Shanghai. The agents of the various steamer companies should be required to assist in the same way as in 1894. The Customs authorities should be asked to order the medical inspection of all steamers coming from the south and to appoint doctors for this purpose.

The Pooking Chapel is to be kept in readiness to receive the bodies of those who die of plague, and should be used for the isolation of such cases should be selected with as little delay as possible and further accommodation be provided there.

DEATH OF THE REV. DAVID HILL.

Woolahay, April 19.
Amongst all the many worthy men who, because of their faithful work or public position, are well known in China, there were few so well known and more respected and loved than the Rev. David Hill. A fortnight ago he was quietly carried on his missionary work in the city of Hankow, a few days later he was laid low, as it was supposed, by malarial fever. Instead of rallying he rapidly grew worse, and at first was thought to be feverish, and afterwards to be typhoid. On Saturday, the 11th of April, he passed away, having been unconscious for two or three days.

Mr. Hill came to China in 1864 as a missionary of the Wesleyan Methodist Society. For over thirty years he was engaged in his work, and in the smallest possible part of his private income, spending his money as he spent his strength in ministering to the wants of the needy and suffering, and in furthering any efforts that might hasten the coming of the Kingdom of God in China. During the year of his life in the famous districts, since then his work has been confined to Hupoh. For many years he was the chairman of the Woolahay District of the Wesleyan Mission: when the Missionary Conference was held in Shanghai Mr. Hill was one of the presidents.

He was a devoted man; amongst the native Christians of his own church he was as a beloved father. During the last few days I have seen the eyes of old, unemotional Chinese filled with tears when speaking of him, whilst outside the church one saw a man weeping and weeping kindly about the 'old pastor' and spoke of his good deeds. What a loss his death will be to Christian Missions in China and to the Wesleyan Missionary Society in particular it is hard to realise. I suppose the majority of the workers in that Society have come to the help of Mr. Hill, and many a branch of the Society has been established in the hands of Mr. Hill, whilst some of the workers in that Society have been established in the hands of Mr. Hill, whilst some of the workers in that Society have been established in the hands of Mr. Hill.

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sterling in the Hongkong Bank and in the Chartered Bank a million sterling. He means to spend the balance of the present loan on a new navy and military matters. This leaves him thus with the necessity of borrowing another hundred million sterling with which to pay Japan. As the security of the Customs is well nigh exhausted by the loan, it seems hardly likely there will be a rush among Western nations, banks, and syndicates for the next loan. The notion that the Customs Revenue was inadequate to meet the second loan of course utterly without foundation. Some additional security will require to be provided and it is here where the difficulty will come in. China will either require to pay a greatly increased interest or accept a much lower price, or grant railway, mining, or other concessions. But to return to the present loan. It has the strong backing of Lord Salisbury. Through the *Chong Ching* here and through the Chinese Minister in London, the British Prime Minister has told the Chinese Government his views and his wishes in plain, forcible, and unmistakable language regarding this loan. From the first it was clear that in what a strong position the two Banks, Legations, and consequently the two Banks negotiating the loan, were placed. Orders from London, and we presume also from Berlin, were at all cost to the effect to support the Hongkong Bank. Here it may be said this Bank was acting for the Deutsche Asiatische Bank. Behind the two Banks was a powerful syndicate in London, headed apparently by the Rothschilds, which we suppose to be the issuing house. The first offer of this combination was 6 1/2 per cent. and it must be said that for months they stuck to their guns and would not budge an iota. The Chinese government felt it was bound by the low price offered, the absurdity with which it was maintained, and, with some of the conditions, with the result that the Chinese government looked elsewhere to negotiate the loan. The British and German authorities here were incessant in their visits to the Foreign Office, pressing for the loan and using all manner of argument, and in the long run it even came to the issue of an ultimatum. The Chinese government was naturally more inclined to deal with the foreign Legations, feeling that they had a guarantee for the carrying out of the loan, but naturally the ultimatum with its condition that if not accepted the terms would be demanded, these things brought matters to a crisis, and the negotiations were broken off. Before this time, the loan had been practically settled

Notices to Consignees.

MOGUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP SIKH,
FROM SINGAPORE.

THE above Steamer having arrived, Consignees of Goods are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 24, 1896. 893

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship *Glenary* having arrived from the above Ports, Consignees of their Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-Day.

Cargo remaining undelivered after the 1st Proximo will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 8th Proximo, otherwise they will not be recognized.

All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Inst., at 11 a.m. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 24, 1896. 861

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894, £11,671,018 2s. 2d.

Authorized Capital, £2,000,000 0s. 0d.

Subscribed Capital, £2,000,000 0s. 0d.

Reserve Fund, £2,410,922 7s. 3d.

Revenue Fire Branch, £1,646,855 18s. 7d.

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents.

13 July, 1895. 1300

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEEDED, £2,700,000.

TOTAL ANNUAL INCOME, £350,000.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING, Agents.

1421

Intimations.

Fresh Air and Exercise.

Get all that's possible of both, if in need of strength, flesh and nerve force. There's need, too, of plenty of fat food.

Scott's Emulsion

of Cod Liver Oil builds up flesh and strength quicker than any other preparation known to science.

Scott's Emulsion is constantly effecting Cure of Consumption, Bronchitis, and kindred diseases where other methods fail.

Scott & Bown, Ltd., London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

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Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co's Steamship *Haitong*, Captain DAVIS, will be despatched for the above Ports TO-MORROW, the 29th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, April 23, 1896. 892

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co's Steamship *Wuhu*, Captain YAUHON, will be despatched as above TO-MORROW, the 29th Inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 23, 1896. 867

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR SANDAKAN AND KUDAT.

The Steamship *Conqueror*, Captain WILLIAMS, will be despatched as above WEDNESDAY, the 29th Inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 27, 1896. 839

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Co's Steamship *Haitong*, Captain ROACH, will be despatched for the above Ports on THURSDAY, the 30th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, April 27, 1895. 883

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Steamship *Nanchang*, Captain FINLAYSON, will be despatched on THURSDAY, the 30th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 21, 1896. 775

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Menelaus*, Captain TOWELL, will be despatched as above on FRIDAY, the 1st May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 17, 1896. 818

FOR COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

The Steamship *Idemitsu Maru*, Captain TITZEL, will be despatched as above on FRIDAY, the 1st Proximo.

For Freight, etc., apply to NIPPON YUSEN KAISHA.

Hongkong, April 27, 1896. 879

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

The Steamship *Glendal*, Captain JONES, will be despatched as above on or about FRIDAY, the 1st May.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, April 15, 1896. 800

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Lightning*, Captain J. G. SPENCE, will be despatched for the above Ports on SATURDAY, the 2nd May, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, April 27, 1896. 885

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship *Palamedes*, Captain WILLIAMS, will be despatched as above on SATURDAY, the 2nd May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 21, 1896. 847

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co's Steamship *Chinghai*, Captain JONES, will be despatched as above on WEDNESDAY, the 6th May, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted through-out with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 27, 1896. 849

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA (FLORENCE & RUBATTONI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS, up to CALTAJO. Taking Cargo at through rates to PERSIAN GULF and BAGHDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Letimbro*, Capt. DI MARCO, will be despatched as above on MONDAY, the 4th May, at Noon.

At BOMBAY the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, April 27, 1896. 886

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Broomfield*, Captain PEEBLES, will be despatched as above on MONDAY, the 4th Proximo.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, April 25, 1896. 877

FOR YOKOHAMA AND KOBE.

The Steamship *Mecklenburg*, will be despatched as above on TUESDAY, the 5th May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 27, 1896. 887

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co's Steamship *Courtesy*, Captain PEARCE, will be despatched as above on the 5th May.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, April 23, 1896. 812

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Rudolphine*, Captain DAVIES, R.N.R., will be despatched for the above Port on or about THURSDAY, the 7th May, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, April 17, 1896. 788

Sailing Vessels.

FOR NEW YORK.

The 3/4 L.I. American Bark *Gerard G. Foley*, Capt. SUMMERS, shortly expected, will land here for the above Port and will have quick despatch.

For Freight, apply to SIEMSEN & Co.

Hongkong, April 13, 1896. 782

FOR SAN FRANCISCO.

The 160 A.I. British Ship *Queen Elizabeth*, Captain MASTER, will land here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, February 18, 1896. 868

Mails.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *PEKIN*, Captain J. F. JEFFSON, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on THURSDAY, the 7th May, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *ORIENTAL*, leaving that port on the 29th MAY, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before mailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 23, 1896. 867

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peri (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SUNDAY, May 3, at daylight.

City of Nagasaki (via Nagasaki, Kobe, Inland Sea and Yokohama) ... THURSDAY, May 21, at noon.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SUNDAY, June 7, at daylight.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 3rd May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Passenger holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. "Parcel Packages" will be received at the office until 4 p.m. the day previous to sailing. All Parcel Packages should be marked to address in full; value if same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, April 16 1896. 806

Occidental & Oriental Steamship Company.

PAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, May 13, at noon.

Gedre (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, May 30, at noon.

Doria (via Nagasaki, Kobe, Inland Sea and Yokohama) ... TUESDAY, June 16, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 13th May, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, April 27, 1896. 872

Intimations.

THE CHINA REVIEW.

PUBLISHED B-MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its twenty-first volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review, more generally useful and more important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, Imperial Customs, and Hongkong Services,

